



U. S. Department
of Transportation

Federal Aviation
Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota
Ohio, South Dakota
Wisconsin

2300 E Devon Avenue
Des Plaines, Illinois 60018

October 2, 2002

Mr. Daryl Stienstra
Engineer of Program Development
Illinois Department of Transportation
Division of Highways/District 2
819 Depot Avenue
Dixon, Illinois 61021

Dear Mr. Stienstra:

RECEIVED DISTRICT 2	To	✓		
	DATE			
	PROJECT			
	ENGINEER			
	DESIGNER			
	DATE			
	PROJECT			
	ENGINEER			
	DESIGNER			
	DATE			

OCT 10 2002

DISTRIBUTE TO ALL AGENCIES
CONSULT WITH DISTRICT ENGINEER
FOR CORRESPONDENCE OF THE DEC SIGNATURE
LOCAL CORRESPONDENCE OF DISTRICT

Quad City International Airport
Moline, Illinois
Airspace Case No. 01-AGL-0047-NRA (Revised)
Milan Beltway
Airspace Determination

We have reviewed the drawings submitted to our office depicting the proposed layout of the Milan Beltway, including the ramps. Our office's main concern and focus is on the proposal as it relates to its encroachment onto existing airport property at the Quad City International Airport and it's effect on safe operations and the ultimate release of airport property to the Illinois Department of Transportation.

Based on the submitted profiles and cross sections, we offer the following comments:

- a. The grading should not significantly impact the Runway 9 Glide Slope.
- b. The grading of the proposal does not comply with the Airports Division's Policy and Procedures Memorandum (PPM) 5300.1B "Runway Protection Zone (RPZ) and Airport Object Clearing Policy", paragraph 3.b (1). The side slopes on the ramps appear to be 3:1 as opposed to the maximum 4:1 as per our PPM.
- c. It does appear as if our previous comment f. from our airspace determination letter, dated December 21, 2001, has not been satisfied. Previous discussions with IDOT staff outlined the need for a culvert pipe in lieu of a ditch in any areas within the Extended Runway Object Free Area (ROFA). There appears to be a ditch located in the far northwest corner of the ROFA where Ramp 3 begins. Any other ditches or swales within the RPZ must be graded with side slopes of 4:1 or less.

With exception of the comments b. and c. above, we have no objection to the proposal from an aeronautical utilization standpoint. The remaining comments from our original determination letter (not addressed here in this letter) are still applicable. Compliance with comments b. and

c. above should be incorporated in the final design. The submittal of drawings depicting these changes will be required as part of the ultimate land release request submitted to our office.

An official request from the Metropolitan Airport Authority of Rock Island County for the release of the existing airport land from (required for the project) will be required for the ultimate release from its grant obligations to maintain the property for aeronautical purposes. The requirements for this request have been previously forwarded to the Airport Authority.

As previously mentioned, our review is focused on the impact of the Milan Beltway proposal on safe operations and the existing airport property that IDOT and the Metropolitan Airport Authority of Rock Island County agree is needed for the roadway project and ultimately will be released. Our office's review is separate from other FAA reviews on signs/ light poles, etc. that have been part of off-airport airspace reviews coordinated through our Air Traffic Division.

While the ramp design has been approved from an aeronautical utilization standpoint, the proposed construction safety/phasing plan will need to be coordinated with our office as well, to ensure that construction equipment, staging areas, stockpiles, and other aspects of the construction will not negatively impact safe operations at Quad City International Airport.

If you have any questions, please give me a call at (847) 294-7527.

Sincerely,

ORIGINAL SIGNED BY:

RICHARD PUR

Richard A. Pur
Airports Engineer
Chicago Airports District Office

cc: Metropolitan Airport Authority of Rock Island County – Bruce Carter
Metropolitan Airport Authority of Rock Island County – Mike Haney
Missman, Stanley & Associates – Denny Martin
IDOT – Division of Highways/District 2 – Deana Hermes
IDOT – Division of Aeronautics – Terry Schaddel
IDOT – Division of Aeronautics – Lee Casteel



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT Studies and Plans

FAU Route 5788 (Milan Beltway Extension)
Section 1-2
Rock Island County
Airspace Case No. 01-AGL-0047-NRA (Revised)

January 16, 2003

Mr. Rich Purr, CHI-ADO
Federal Aviation Administration
Great Lakes Regional Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. Purr:

The Illinois Department of Transportation has reviewed and received your letter dated October 2, 2002 and the Department would like to address your remaining concerns. A copy of your letter is attached for your convenience.

The following are the Department's responses to the comments we received in your letter:

- a.) We concur.
- b.) Attached are revised drawings depicting the side slopes at a 4:1 within the Runway Protection Zone (RPZ) that you require.
- c.) The Department has installed a pipe culvert to eliminate the need to have a ditch within the Extended Runway Object Free Area (ROFA).

Accompanying this letter are drawings showing the proposed typical sections along Ramp 3 and a copy of the Intersection Design Study (IDS) for Airport Road and the Milan Beltway Extension.

The Department has been in contact with your office regarding the information pertaining in this letter; however, a follow-up letter seemed appropriate.

A packet of information has been forwarded to the Illinois Division of Aeronautics in Springfield and they have initiated the Land Transfer process.

Mr. Rich Purr
Page 2

If you have any questions regarding this submittal, please contact
Deana Hermes at 815.284.5457.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

Attachment
nm.4

c: Metropolitan Airport Authority of Rock Island County – Bruce Carter
Metropolitan Airport Authority of Rock Island County – Mike Haney
Missman, Stanley & Associates – Denny Martin
IDOT – Division of Aeronautics – Terry Schaddel
IDOT – Division of Aeronautics – Terry Tappenbeck



Illinois Department of Transportation

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PROGRAM DEVELOPMENT

Studies and Plans

FAU Route 5822 (Milan Beltway)

Section 1-3

Rock Island County

Job No. P-92-096-84

Milan Beltway Extension over the Rock River

January 17, 2003

Ms. Carole Bernacchi
Air Traffic Division, AGL-520
Federal Aviation Administration
Great Lakes Regional Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Bernacchi:

The Illinois Department of Transportation is planning a project to connect the existing Milan Beltway with the John Deere Expressway by means of a bridge over the Rock River.

The Department is submitting FAA form 7460-1, a quadrangle map and a spreadsheet showing the proposed light pole and sign locations. Please review and determine that the light pole and sign locations that are necessary for the roadway improvements will not interfere with the flight patterns of the Quad Cities International Airport.

These items were previously reviewed in Aeronautical Study numbers 2002-AGL-2897-OE, 2002-AGL-29027-OE, and 2002-AGL-2907-OE. The Department is resubmitting these items because they are outside of our 60-day response time.

If you have any questions regarding this submittal, please contact Deana Hermes at 815.284.5457.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

Attachments
Nm.5



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
Studies and Plans
FAU Route 5822 (Milan Beltway)
Section 1-3
Rock Island County
Job No. P-92-096-84
Milan Beltway Extension over the Rock River

February 11, 2003

Ms. Carole Bernacchi
Air Traffic Division, AGL-520
Federal Aviation Administration
Great Lakes Regional Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Bernacchi:

The Illinois Department of Transportation is planning a project to connect the existing Milan Beltway with the John Deere Expressway by means of a bridge over the Rock River.

The Department is resubmitting FAA form 7460-1, a quadrangle map and a spreadsheet showing the revised light pole and sign locations due to a determination to review our submitted latitudes and longitudes. We are sorry for any inconvenience. Please review and determine that the light pole and sign locations that are necessary for the roadway improvements will not interfere with the flight patterns of the Quad Cities International Airport.

These items were previously reviewed in Aeronautical Study numbers 2003-AGL-676-OE, 2003-AGL-677-OE, and 2002-AGL-678-OE.

If you have any questions regarding this submittal, please contact Deana Hermes at 815.284.5457.

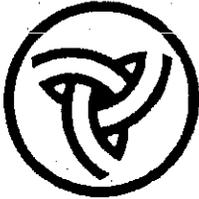
Sincerely,

Gregory L. Mounts
District Engineer

A handwritten signature in black ink that reads "Ross E. Monk".

By: Ross E. Monk
Engineer of Program Development

Attachments
Nm.5



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT Studies and Plans

FAU Route 5788 (Milan Beltway Extension)
Section 1-2
Rock Island County
Airspace Case No. 01-AGL-0047-NRA

February 18, 2003

Mr. Rich Purr, CHI-ADO
Federal Aviation Administration
Great Lakes Regional Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. Purr:

The Illinois Department of Transportation (IDOT) received comments on January 13, 2003, from Mr. Scott Snyder of your office concerning Federal Aviation Administration comments on our Environmental Impact Statement (EIS) Document of the above-mentioned project. The Department is reviewing Mr. Snyder's comments and will address those in a separate letter to Mr. Snyder. However, one of Mr. Snyder's comments does pertain to a letter dated March 22, 2002 that IDOT sent to your office (a copy of the letter is attached for your convenience). In this letter a statement was made anticipating the letting of the Milan Beltway Extension project to be in August, 2002. The Department would like to inform your office that the revised letting date is anticipated to be June 1, 2003.

If you have any questions regarding this letter, please contact Deana Hermes at 815.284.5457.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

nm.4

c: Metropolitan Airport Authority of Rock Island County – Bruce Carter
Metropolitan Airport Authority of Rock Island County – Mike Haney
Missman, Stanley & Associates – Denny Martin
IDOT – Division of Aeronautics – Terry Schaddel
IDOT – Division of Aeronautics – Terry Tappenbeck
FAA – Mr. Scott Snyder



Illinois Department of Transportation

Division of Highways / District 2
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Program Development
Studies and Plans

FAU Route 5822 (Milan Beltway Extension)
Section 1-3
Rock Island County
Job No. P-92-096-84
Milan Beltway Extension over the Rock River

February 21, 2003

Mr. Scott Snyder
Federal Aviation Administration
Great Lakes Regional Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. Snyder:

The Department has received your fax dated January 13, 2003 regarding comments on the Environmental Impact Statement (EIS) for the Milan Beltway Extension over the Rock River located in Rock Island County. The Department has reviewed this fax and we feel that we will be able to accommodate your requests. In addition, a telephone call on Thursday, February 13, 2003 from Ms. Cassandra Rodgers and Ms. Deana Hermes of my staff and yourself discussed details of your fax regarding your concerns. It is our understanding that these concerns have been addressed and the requested changes will be incorporated into the Final EIS and the Final Design Report. Copies of the revisions, once completed, will be sent to your office for your records.

If you have any questions regarding this letter, please contact Ms. Deana Hermes at 815/284-5457.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Program Development Engineer

dsh.eisfaasnyder

01/13/2003

Milan Beltway Extension
Chicago Airports District Office
Comments

Page 2-2: The fourth sentence of the first paragraph of Section 2.1.3 should read, "The new roadway will not impact the NW-SE Runway Protection Zone or FAR Part 77." Also, Section 2.1.3 should provide information as to the amount of land that needs FAA approval to be released from Federal obligations so the Airport can allow the land to be acquired by the State for the interchange. Figure 2-1 or another map should be provided showing the land to be released. It also, should note any easements that the airport will continue to have over the property to be released (to meet FAR Part 77).

Page 4-7: In Section 4.2.4, or a separate section of its own, the effect of the project on the airport should be discussed, e.g., continuing need for access to navigation aids, improved access to airport, need for land from the airport, etc.

Page 4-15: In the next to last paragraph, FAA should be on record that we are opposed to having the area enclosed within the proposed Airport Road Interchange being considered for wetland creation for mitigation. It is too close to the airport and could be considered a wildlife hazard to aircraft.

Page 4-17: FAA would like to have USDA Wildlife Services review any wetland mitigation plans off the end of the runway to determine the best way to avoid creating wildlife hazards for aircraft.

Page 4-27: In this paragraph, three references should be to "Runway Protection Zone" instead of "Clear Zone".

Pages 4-31 and 4-32: The wetland mitigation plans discussed in Section 4.9.6 should be reviewed by the USDA Wildlife Services to determine the best way to avoid creating wildlife hazards for aircraft using the nearby airport.

Pages 4-48 and 4-49: Section 4.13.1, which deals with visual impacts, should also deal with light emissions. It is important from the standpoint of the airport that the light emissions associated with the project do not interfere with the pilot's or air traffic controller's view of the runways and other aircraft in the vicinity of the airport. A commitment should be made that the light fixtures associated with the project will be shielded if necessary to reduce glare, or other interference.

Page 4-54: The heading should be Runway Protection Zone instead of Airport Clear Zone.

- The first bullet should read: "Invite Quad City International Airport and FAA representatives to..."
- The seventh bullet should read, "This project will require the acquisition by the Illinois Department of Transportation of 5.6 hectares (13.96 acres) from the Quad City International Airport."
- The eighth bullet should read, "Request that the Quad City International Airport obtain a release from federal obligations from the Federal Aviation Administration for land the Airport wishes to sell at fair market value to the Illinois Department of Transportation."
- The eleventh bullet should read, "The wetland mitigation site north of Airport Road will not be excavated so as to create any acreage of standing water, emergent-vegetation type of wetland. The U.S. Department of Agriculture -- Wildlife Services will be asked to review and make recommendations on the plans for construction and operation of the wetland mitigation to ensure that wildlife hazards to aircraft are not created."

Page 5-4 or 5-5: Somewhere it should be mentioned that FAA asked to be a cooperating agency to allow the EIS to be used for the release by FAA of airport land from federal obligations so the Airport can sell land needed for the project to the Illinois Department of Transportation.

Page 5-5: Section 5.4.2 does not summarize any results from these meetings. It would be useful to have a summary here.

Pages E-6, E-12, E-14, E-25: Note that the determinations on these pages expire either in February or June of 2003 and therefore a request needs to be made to extend or revise the determination.

Page E-28 and E-29: The letter to FAA from the Illinois Department of Transportation indicates that a bid letting is expected in August 2002. Perhaps it would be useful to Update this letter.

Please note that the following information should also be included in this appendix as part of the Final EIS.

The Airport should initiate the process of seeking FAA's approval of a release from Federal obligations on the airport land needed for the project. This documentation should be included. FAA would like to use concurrently, the 30-day period after issuance of the Final EIS to circulate a 30-day Federal Register Notice regarding the release of airport land for this project. This will allow FAA's decisionmaker to issue a decision on the release of land at the same time FHWA takes its action.

Letters from the State requesting extensions to the FAA determination regarding hazards to navigation and letters from FAA showing that they have been extended.

Hermes, Deana S.

From: Rodgers, Cassandra S.
Sent: Wednesday, February 19, 2003 4:54 PM
To: Hermes, Deana S.
Subject: RE: MBE - FAA Comments

Deana,
I just wanted to add the second paragraph on page 4-32. (Beginning "The Milan Site was purchased in 1995.") The first one was my explanation to Charles.
Cassandra

-----Original Message-----

From: Hermes, Deana S.
Sent: Wednesday, February 19, 2003 4:19 PM
To: 'Steve Yankee'
Cc: Rodgers, Cassandra S.
Subject: MBE - FAA Comments

Steve,

I would like to get back to the FAA regarding the comments they had per their fax on January 13, 2003. We discussed these comments with FAA on Tuesday, February 11th and several of the items have been resolved. See below:

Page 4-15 - reference to the wetland creation. The Department explained that there is no wetland in this area and that the existing wetland out there has been in existence for over 5 years. We agreed to delete this comment. Next to last paragraph - delete last sentence about creating a wetland in the Airport Road interchange.

Page 4-17 - reference to USDA Wildlife Services review wetland mitigation. We agreed to delete this comment. See above. First paragraph, last sentence - delete words: "borrow area and". Add: "This site is located north of Airport Road and outside of the Airport's Runway Protection Zone."

Page 4-27 - reference to the "clear zone". We explained to FAA that clear zone was a engineering term and had nothing to do with "Runway Protection Zone".

Pages 4-31 and 4-32 - reference wetland mitigation. We agreed to delete this comment. See above. Add paragraph before last paragraph:

In regards to the Milan Beltway comments from the FAA. Deana and I talked to the FAA rep: on the phone last week. If you remember he had several comments about our Milan Wetland and was afraid it would bring more birds into the flight path. Anyway, I convinced him that the wetland site is north of the Airport's Runway Clear Zone. I also explained that we turned the pumps off several years ago and it had already reverted back to a wetland. So the habitat was already there. I also stated that before that it was a corn field which would have also attracted geese. So he agreed that we wouldn't be attracting more wildlife than what is there now. He said we didn't have to have these sites reviewed by the USDA Wildlife Service. He asked if we could include a statement that the wetland has already been restored. So I would like to add the following paragraph to page 4-32, next to last paragraph. Please let me know what you think and edit if you would like. Then we will send it on to the Consultant to insert.

The Milan Site was purchased in 1995. In the Spring of 1997 the site was seeded with a cover crop for erosion control. Also, in 1997 the field pumps were turned off and the former hydrology was allowed to return to the site. Gradually over the years this site has undergone natural regeneration with herbaceous hydrophytic species. There are also wetland tree species revegetating the southern portion of the site. This site has become a Wet Meadow type of wetland. Therefore, little if any, excavation or additional planting will be required at this site. Monitoring by the Illinois Natural History

Survey and the Illinois State Geological Survey along with coordination with the US Army Corps of Engineers will determine if additional improvements to the site are necessary.

Pages 4-48 and 4-49 - The Department agreed to make a commitment regarding the lighting. The commitment should read as follows: The Department will provide adequate lighting on the Milan Beltway Extension without interfering with the pilot's or air traffic controller's views of the runways and other aircraft in the vicinity of the airport. The Department will provide light fixtures along the project that may be shielded if necessary to reduce glare, or other interference.

Page 4-54 - The heading should read "Impacts on the Airport" instead of Airport Clear Zone. Other information will be sent to assist with this comment.

Pages 5-4 and 5-5 - We will get a response for this.

Page 5-5 - FAA agreed that this would not be necessary.

Pages E-6, E-12, E-14 and E-25 - I am taking care of these. New letters will be sent so that they can be inserted into the Report and EIS.

E-28 and E-29 - I have sent another letter to FAA. A copy will be sent to your office.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

Chicago Airports District Office
2300 East Devon Avenue, Suite 320
Des Plaines, Illinois 60018

April 14, 2003

Mr. Gregory L. Mounts
District Engineer
Division of Highways/District 2
819 Depot Avenue
Dixon, Illinois 61021-3500

Dear Mr. Mounts:

FAU Route 5822 (Milan Beltway Extension)
Section 1-2
Rock Island County
Airspace Case No. 01-AGL-0047-NRA

We have reviewed the modifications to the Environmental Impact Statement (EIS) for the Milan Beltway Extension Project that Ms. Deana Hermes faxed us on March 26, 2003. This document responded to the Federal Aviation Administration's (FAA) faxed comments of January 13, 2003 and a subsequent discussion of these comments on February 11, 2003 with Ms. Deana Hermes and Ms. Cassandra Rodgers of your staff. We believe that the responses provided, including those agreed to be incorporated in the Final EIS and Final Design Report, are satisfactory. It is our understanding that copies of the revisions, once completed, will be sent to our office for our records. We will then use these documents to finalize our Record of Decision (ROD) for the EIS that will enable FAA to release the Quad City Airport Authority from certain federal obligations in order that the Authority can sell land to your agency to be used for road improvements to the Milan Beltway. However, as I have mentioned previously, there are also other airspace signoffs that will be required regarding signs, cranes, etc. that need updating and must remain current should the project encounter any further delays.

Thank you for your cooperation.

Sincerely,

Prescott C. Snyder
Airports Environmental Program Manager
Chicago Airports District Office

cc: Deana Hermes, IDOT [Fax] and Terry Schaddel, IDOT, Division of Aeronautics [E-Mail]